

From S. F.:
Persia, July 27.
For S. F.:
Sierra, July 27.
From Vancouver:
Marama, Aug. 14.
For Vancouver:
Makura, Aug. 13.

Honolulu Star-Bulletin

3:30
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14 PAGES.—HONOLULU, TERRITORY OF HAWAII, THURSDAY, JULY 25, 1912.—14 PAGES

PRICE FIVE CENTS

HAWAIIAN FIGURES IN SUGAR PROBING

LIGHT TURNED ON BIG PAVING ROW

Two Formal Denials Answer Low's Charge

A declaration from the Rapid Transit company that the company under no conditions will agree to lay a pavement controlled by patent; formal denials of charges that the Rapid Transit company and the Pahoa lumber company, which furnishes ohia blocks, are interested financially in each other, and an explanation of Supervisor McClellan as to his attitude in voting with the board for a bitulithic paving between the Transit Company's tracks, mark today's developments in the paving controversy which is steadily increasing in bitterness.

Statements and letters given to the Star-Bulletin for publication in an effort to lay the whole matter fairly before the people of Honolulu are published herewith.

Belongs to No One

"I certainly do not belong to any bitulithic hul," said Supervisor McClellan to a Star-Bulletin reporter this morning.

"I went to that meeting prepared to vote for ohia blocks from one side of the King street tracks to the other, if the Rapid Transit company wanted them, but voted for bitulithic on the advice of the engineer, who thought that best for the space between the tracks."

"Another reason was that the ohia blocks would involve a delay of three to six months, and the paving of the Rapid Transit portion of the street has been put off too long already. Personally I should like to see the section between the two tracks paved with wooden blocks, because it would be a noiseless pavement, which is desirable near the market."

"As to the lava blocks for the spaces between and alongside the rails, I voted for them also for the sake of expediting the work, as the company has a lot of these blocks on hand. Mr. Ballentyne intimated in his letter that either lava or ohia blocks would be agreeable to the company."

"Bitulithic can be laid for \$1.60 a square yard, while ohia blocks would cost the company \$4 or \$5. I supported the motion for bitulithic in this case because I consider it a permanent pavement, having before placed myself on record as being in favor of permanent pavement, and, as already stated, because it was recommended by the engineer."

Reminded that the objection of the Rapid Transit Co. to bitulithic was on the ground that being patented it made the company dependent on the holder of the patent for necessary repairs, Mr. McClellan said the county was in the same position, but the bitulithic contractor guaranteed the pavement for ten years.

"Have the supervisors a right, though, to force the company into that position?" he was asked.

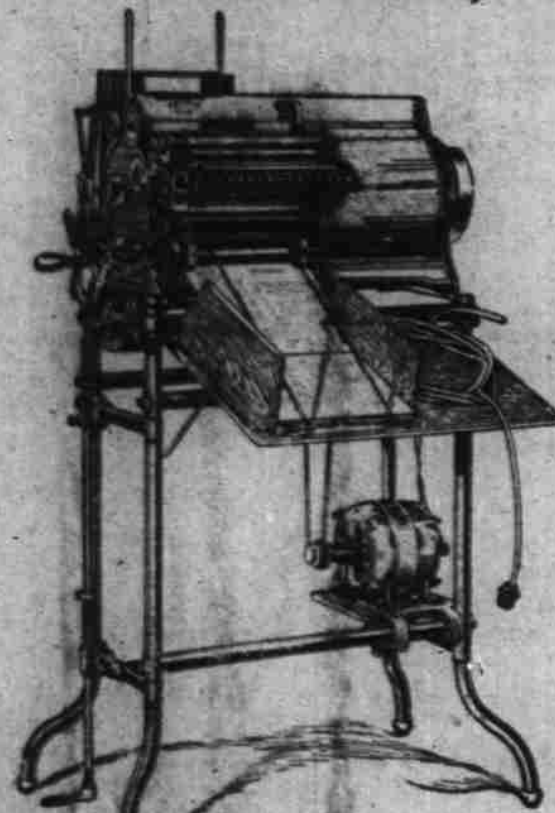
"Well, I suppose that is a question of law," was the reply.

Scents Trouble.
"There is something rotten in that Queen street paving contract," said Manager Ballentyne of the Rapid Transit company to a Star-Bulletin reporter.

"I understand that Mr. Gilman was not required to submit a bid for the bitulithic pavement, or any estimate of his own for the work. The city and county engineer had made a rough es-

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THE MULTIGRAPH A Machine of Economy



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Corner Merchant and Alakea

LETTERS DECLARE LOW WAS INCORRECT IN HIS ATTACKS

Honolulu, Hawaii, July 25, 1912.
To the Editor of the Honolulu Star-Bulletin, Dear Sir:

According to your issue of yesterday afternoon, as well as this morning's Advertiser, Acting Mayor Low has made the following statements:

First—That the Pahoa Lumber Mill has a monopoly on ohia blocks.

Second—That the Ohia company is interested in the Rapid Transit Company.

Third—That the Rapid Transit Company is interested in the Ohia Company.

All of the foregoing statements are absolutely and unqualifiedly false.

A statement of the exact facts is due to the citizenship of Honolulu as well as in justice to myself.

They are as follows:

First—The Hawaiian Development Company (the owners of the Pahoa Lumber Mill) have no monopoly of the supply of ohia and its steadfast policy and principle is uncompromisingly opposed to any combinations or "understandings" or "gentlemen's agreements" whereby ostensible competitors become practical monopolists. I will state that upon more than one occasion the Hawaiian Development Company has been undersold in straight competition for ohia products, and instead of having any monopoly of ohia blocks in any potential Rapid Transit street work it is directly in competition to secure any such business with the lava-paving block or anything else that may arise suitable to the work of the Rapid Transit Company.

Second—The Hawaiian Development Company neither collectively nor by any individual stockholder (except W. R. Castle, who holds one share of the Hawaiian Development Company, Ltd., stock in order to qualify as a director), has a dollar's interest in the Rapid Transit Company, nor has had any such interest since many years before we ever dreamed of manufacturing ohia blocks or anything else in which the Rapid Transit might have an interest that I might know of.

Third—Neither the Rapid Transit Company collectively nor by any individual stockholder, except as above stated, are interested one dollar in the Hawaiian Development Company, nor in the lumber business thereof.

In all of this controversy we beg to state that we stand for but one thing, the fair and square deal to every citizen of a straightforward, open competition. We have received from the Supervisors so far one such opportunity—that of lower King Street, the contract for which was won by the Bitulithic Company. The next opportunity that might have been given so far as we know, was the Queen street job when the contract, without any opportunity for any other competition, was awarded to the Bitulithic Company with commendable steamroller speed and method.

It is pertinent to remark apropos of the manifest sensitiveness (according to the newspaper reports of the conferences of the Board), of the members of the Board, to implication or innuendo of graft, that there is one way and one way only, so far as I know, to quash any such implication or thought on the part of any citizen and that is to steadfastly maintain a straightforward, open competition without any tricks or jokers in the specifications or conditions, patent or no patent, thereby fulfilling their elementary duty to the public, for whom they are trustees, of securing the best value possible for the expenditure of the people's money.

Yours very truly,
(Signed) J. B. CASTLE,
Manager Hawaiian Development Company, Ltd.

Honolulu, T. H.,
July 25, 1912.

Editor Star-Bulletin, Sir:

In last night's paper appeared a statement by Supervisor Low, that "the Rapid Transit Company insist on the ohia wood blocks, when we all know that the material is the sole product of a corporation in which the heavy-

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OUT 348 DAYS BARK NUUANU REACHES PORT

Much Tossed About by Gales
and Tempestuous Seas
During Trip

FORCED TO REPAIR AT FALKLAND ISLANDS

Skipper Tells of Voyage and
Trials Since Leaving New
York Last August

Completing his fifty-eighth voyage around Cape Horn, under conditions that would have tried many a stouter heart within a more seasoned navigator, Captain Walter Lyman Joseph, skipper of the American bark Nuuanu, 348 days from New York, stepped ashore at the new Richards street wharf, at ten o'clock this morning, and then there was privileged to greet a circle of relatives and friends, after nearly eighteen months' absence.

"I am certainly glad to get back," was the succinct comment made by the well-liked skipper who now holds the record for the longest passage between the east coast of the United States and the Hawaiian Islands.

"I sailed with a large general cargo from New York on August 6th, stated Captain Joseph this morning to a Star-Bulletin representative.

"Briefly stated, the past year has been one of mingled adventure with plenty of misfortune and bad weather thrown in as a bargain. The Nuuanu skinned along after leaving New York until within forty miles of Cape Horn, when I ran into one of the worst hurricanes that has ever been my misfortune to meet in all the fifty-eight passages around that famous promontory."

Ship Rides Gales.
"Gales and tempestuous seas continued for some days with the result that the bark Nuuanu lost a large section of her port bulwarks, the forecastle was battered and a portion washed away. My sailors lost all their personal effects and belongings in the deluge of angry waters that continually swept over the ship."

"The forward house was destroyed and much of it went over the side. Then we discovered that the ship was making water at a rapid rate and with a number of sails gone, our plight was anything but a pleasing one."

"Under but two sails, the Nuuanu proceeded on her way to Port Stanley, Falkland Islands."

Captain Joseph has an interesting story concerning his long five and one-half months' stay at the most southerly city in the world. The vessel went under repairs, and during the long period of detention, the Nuuanu was given a general overhauling.

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FISHER CABLES KUHIO HE WILL START AUG. 10

Secretary of Interior Sends
First Definite News of
Visit Here

CONGRESS ADJOURNS, HE TAKES THE TRAIN

Expected to Arrive Here on Pacific Mail Liner China
August 23

Secretary of the Interior Fisher will arrive in Hawaii the latter part of August on his mission to investigate the charges made by Delegate Kuhio and to look into land conditions.

The secretary sent a cablegram to the delegate, which was received here this morning, giving the information that Fisher will leave Washington on the day that Congress adjourns, August 10. He will arrive in San Francisco presumably on August 15, and the next steamer on which he can come to Honolulu is the Pacific Mail steamer China, which arrives here on August 23.

The cable news was immediately sent to Kuhio, who left yesterday to attend the Smart-Parker wedding at Waimea, Hawaii.

This cablegram gives also the first definite news as to the adjournment of Congress.

WOOD DECLARES PEOPLE WILL BE GREAT ASSETS

"Homeseekers and tourists will be as big an asset to the islands as is sugar now," was the emphatic conclusion of an address delivered before the Honolulu Ad Club today at noon in the Young Cafe Rathskeller, by H. P. Wood of the Hawaii Promotion Committee.

After telling in brief detail of the work and accomplishments of the Promotion Committee for the last seven years, he told the Admen of the different ways in which publicity was being secured for the islands.

Requests from publishers who wish to print articles about the islands was one of the sources which gave much results at little cost. Only by the last mail he had received copies of publications from Germany, France and England in which local scenes were depicted. Much information is being given out regarding the islands

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U. S. MAY USE TRANSPORT TO CARRY FREIGHT

Government Likely to Compete
for Honolulu-Pacific Coast
Business

SPECIAL SHIP NEEDED FOR DEPARTMENT'S USE

Congressional Action Would
Increase City's Traffic
with Northwest

The United States government may go into active competition with the steamship lines in carrying commercial freight from Honolulu to San Francisco. This will be one of the issues of the scheme under consideration to put a direct army transport on the run between here and the Coast.

The excess of demand over supply for accommodations on the army transports to and from Honolulu, which came to a head here the other day with the announcement that only six first-class passengers were available on the Logan, whereas fifty-six had been asked for, gives color to the report that the transport Seward may be put on a swing run between Honolulu and the Coast. This bit of shipping news, published in the Star-Bulletin yesterday, has caused a good

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MIKADO STILL IN MUCH DANGER SAY CABLEGRAMS

TOKIO, Japan, July 25 (1 p. m.).—Condition of emperor still serious; slightly improved; temperature 37.6, pulse 100, breathing irregular 30.

According to the above dispatch, received this morning at the Japanese consulate from the Japanese ambassador at Washington, the emperor's state of health is very little changed since yesterday. A message received from Washington by the consulate simultaneously with the cablegram quoted above is dated July 24 and reads as follows:

"Temperature 38.2; pulse not regular, about 105; body weak; breathing irregular 37; rest less."

CHAUFFEUR WAS AMATEUR, SO HE WRECKS AN AUTO

Ohashi's first attempt to operate an automobile resulted in a head-on collision between his machine and an automobile driven by H. Culman at King and Punahou streets yesterday noon and will probably result in the arrest of the amateur chauffeur according to the police, who investigated the case this morning.

Ohashi is an employee of the Aloha Building Company. He decided to go automobile yesterday and for the purpose borrowed the car of Goto, a member of the contracting firm.

Everything went well until he attempted to turn the corner into Punahou street, when his car collided head-on with the machine of H. Culman. Ohashi was able to stop the car and neither he or Mr. Culman was hurt, but both machines were badly damaged.

The police declare they will prosecute Ohashi for operating an automobile without a chauffeur's license.

SUGAR

SAN FRANCISCO, Cal., July 25.—Beets: 88 analysis, 12s. 7d.; parity, 4.67c. Previous quotation, 12s. 10d.

It was a long passage made by the American schooner Gamble, which is reported to have arrived at Port Gamble today. The vessel sailed from Honolulu on June 29th.

HAWAIIANS WERE TURNED DOWN IN BUSINESS OFFER

Trust Case Evidence to Show Western Company Wouldn't Take Sugar

[Associated Press Cable]
SAN FRANCISCO, July 25.—Further testimony to prove that the American Sugar Refining Company was operating as a monopoly in restraint of trade was brought out here today in a letter from Henry Meyer to Witherapoon, of New Orleans, representative of the Company in New Orleans. The letter was written in 1906, when the California-Hawaii Sugar Refining Company proposed to resume business. Witherapoon was instructed to arrange for railroad rates to New Orleans so that his company could compete in the Missouri fields with the California-Hawaii Company if it should resume business.

The letter said that the New Orleans refinery must run without a profit to meet the condition foreseen.

It was shown that Hawaiian interests sought to arrange with the Western Sugar Refining Company for a third of their business, but that Secretary Hannam of the company and Sprackels had refused to consider it. An effort is being made to show that the Western Company was being run in reality in the interests of the American Sugar Refining Company.

[Special Cable to Star-Bulletin]
SAN FRANCISCO, Cal., July 25.—The Federal Sugar Refining Company is re-entering the local field and refined sugar is now 5.40 cents a pound, an increase of ten points in ten days.

Progressives Choose Beveridge

[Associated Press Cable]
CHICAGO, Ill., July 25.—Former Senator A. J. Beveridge of Indiana was today determined upon for temporary chairman of the Progressive convention. It is stated that the Progressives will have no ticket in Minnesota.

BALTIMORE, Md., July 25.—In conferences preceding a convention of Progressives here, a strong sentiment against a third party has developed in Maryland.

M. D. Whitmans Not Coming

[Special Cable to Star-Bulletin]
SAN FRANCISCO, Cal., July 25.—The Templeton Crocker and Mr. and Mrs. Malcolm D. Whitman, who are now on their honeymoon, have abandoned their plans for a trip to Honolulu.

American Flag Back to Pacific

[Special Cable to Star-Bulletin]
WASHINGTON, D. C., July 25.—Postmaster-General Hitchcock today signed a contract restoring the American flag to the Pacific by establishing the fast mail service to Australia in the Oceanic vessels.

Mine Floods Drown Sixty-Five

[Special Cable to Star-Bulletin]
PITTSBURG, Pa., July 25.—A total of sixty-one lives have been lost in mine floods in Uniontown, Wheeling, Ellenwood and Fairmont.

DR. ELIOT MEETS QUEEN AND TALKS OF WORLD-WIDE PEACE

Famous Educator Guest at Reception Tendered Him by Royalty at Washington Place — Will Make a Trip Over the Island Tomorrow.

Dr. Charles W. Eliot was presented to Queen Liliuokalani at Washington Place this morning, where the former ruler of the Hawaiian Islands held a reception in honor of the distinguished college president. The formal introduction being over, the Queen and her guest strolled out on the lanai and during the entire call of Dr. Eliot carried on an animated conversation concerning matters of general interest.

It was a very informal reception. Dr. Eliot's party, consisting of himself and party, his secretary, Roger Pierce, and James A. Wilder, arrived at Washington Place at 10:15. They were greeted by C. P. Lauka, manager of the Liliuokalani Estate, who escorted them up the stairs and into the house.

Queen Liliuokalani, attended by Mrs. Lauka and Mrs. Holloway, was seated in the reception hall awaiting the arrival of the party.

As Dr. Eliot, accompanied by Mr. Wilder and Mrs. Lauka entered the room, the ladies arose to their feet and Queen Liliuokalani advanced to the center of the room, where the presentation was made by Mr. Lauka. Introduced to Hostess.

The other members of Dr. Eliot's party, together with two attendants of the Queen, stepped forward and joined the group, and mutual introductions were made and acknowledged. Mr. Lauka then excused himself to greet a party of arriving guests

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